42		SECURITY INFORMATION		REPORT NO.	-	
COUNTRY	Czechoslovakia	50X1		DATE DISTR.	31 Au	g. 53
SUBJECT	Prostejov I M	irida y Mindia da	ba	NO. OF PAG	ES 3	
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reather station / Enol. B, Pt. 16 / obtained meteorological information from Prague-Ruzyne Airport.  Prostejov supplife station / Enol. B, Pt. 16 / obtained meteorological information from Prague-Ruzyne Airport.  Prostejov supplife station / Enol. B, Pt. 16 / obtained meteorological information from Prague-Ruzyne Airport.  Prostejov supplife station / Enol. B, Pt. 18 / or signaling.  Repair facilities for the base technical equipment were contained in a single building / Enol. B, Pt. 9 / there were not at the field, and there was no camouriage, except that all the hangars were painted green.  Raide from a new hangar / Enol. B, Pt. 3 / which was built in fact hydrants were situated at various places throughout the airport, and the city of Prostejov supplied the water. The hospital / Enol. C, Pt. 14 / was a three-story, gray-prick building of which I do not know the dimensions. It was under civilian authority but was used only by this airrield, as Prostejov Stichovice airfield personnel used the hospital in Prostejov. An ambulance, which was always parked in fromt of the control tower / Enol. B, Pt. 13 /, was used as a first-aid statio There were many cars and trucks in the garage in the caserne area / Enol. A, Pt. 1 / The trucks were used to bring aircraft parts from the railroad depot in Prostejov to the airfield. The students at the airfield used bicycles for transportation.  This was a military airfield. Each military airfield had two military squadrons assigned to t. These consisted of a house-keeping organization (Letecka zakladna) and the tactical or schoorganization. The size of the housekeeping organization warried according to the size and importance of the airfield. There had been an advanced training course for students fighter pliots at Prostejov I Airfield at the school, while the prostejov I students at the school was identical, but the Prostejov II at Prostejov II at Field since 1935. This school was called the Advanced Pilot School Prostejov II at Prostejov II at the school.  All of the students	phone	aft. There was no radar whatsoever at this airfield. Tele- control was located in the caserne area / Encl. A, Pt.1_7,
reacher station / Encl. B, Pt. 16   obtained meteorological information from Prague-Ruzyme Airport. Prostejov supplies electricity for the airfield,  preen rockets and lights (Aldis lamp) were used for signaling. Repair facilities for the base technical equipment were contained in a single building / Encl. B, Pt. 9   there were no AA defences at the field, and there was no camourlage, except that all the hangars were painted green.  Aside from a new hangar / Encl. B, Pt. 3 7, which was built in water hydrants were situated at various places throughout the airport, and water. The hospital / Encl. C, Pt. 14 / was a three-story, gray-prick building of which I do not know the dimensions. It was under civitian authority but was used only by this airfield, as Prostejov Stichovice airfield personnel used the hospital in Prostejov. An ambulance, which was always parked in fromt of the control tower / Encl. B, Pt. 13 /, was used as a first-aid statio flere were many cars and trucks in the garage in the caserne area / Encl. A, Pt. 1 / The trucks were used to bring aircraft parts from the railroad depot in Prostejov to the airfield. The students at the airfield used bicycles for transportation.  This was a military sirfield. Each military airfield had two military squadrons assigned to it. These consisted of a house-keeping organization. The size of the housekeeping organization varied according to the size and importance of the airfield. There had been an advanced training course for student fighter pilots at Prostejov I Airfield since 1935. This school was called the Advanced Pilot School (Pekrakovacia skola pilotna) Prostejov I and training at these two schools was identical, but the Prostejov I students at beach of shouse-keeping organization was called the school), while the Prostejov II students used two schools was identical, but the Prostejov I students at the school), while the Prostejov II students used the school of the students at both these schools came from the Primary pilots. The sample of the students at b	and _	teletype facilities were also located in the
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- 7. Personalities of the Navigation School:
  - a. LUSTIG, Joseph, Captain, Slovak, born about 1912, 180 cm, tall, over 100 kg. in weight, thin blond hair, served as operations officer of the Navigation School. He was non-Communist although he had flown with the Soviets during World War II. After the war he returned to Czechoslovakia and completed flight training as a pilot. He was well liked by the students.

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b. ZEMANEK, Ota, deputy operations officer - Captain, Czech, born about 1912, average height, thin hair, frequently contradicted his own orders to the students, indecisive, vacillated between Communism and Western ideals. He was liked by the students.

50X1 students. he was serving as the equivalent of an operations officer at Svazarm (formerly Doslet) Headquarters in Prague.

## **ENCLOSURES:**

- A. Overlay of GSGS 4416, Scale 1:100,000 Sheet U-11, Prostejov. Location of Prostejov Airfield and other prominent landmarks.
- B. . Sketch of Prostejov Airfield.
- C. Sketch of Caserne Area.

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